2. No tenders quoting any remuneration deemed suitable or words to that effect will be accepted. Should a tenderer so desire, he may offer to carry mails free or mention the amount which he is prepared to pay the Department per month for the privilege of carrying the mails. If the subsidy is quoted, it should be for a complete rupee or rupees and should not contain any fraction of a rupee.

3. A copy of the schedule showing the full details of the services required and copies of form of tender (on which tenders must be made) and agreement and any further information in the matter may be obtained on application from the office of the undersigned on payment of Rs. 5 which will not be refunded in any case.

4. All tenders must be addressed to the undersigned by name Lt. J. W. C. Lincoln Gordon, clearly marked " Tender for Chiknayakanhalli P. O.—Banasandra R. S. mail motor contract and confidential " on the outside of the cover and must reach him on or before the 30th November 1936 by 11 hours.

5. The tenderers should forward with their tenders letters of evidence from Police or District authorities to the effect that the vehicles mentioned in the tender have been or will be licensed and permitted to run on the particular road or roads mentioned in the tender.

6. The minimum number of buses required is three. Tenderers should clearly state whether they are agreeable to maintain this number as otherwise their tender will not be accepted.

7. Each tender should be accompanied by Rs. 10 in cash as deposit which will be refunded if the tender is not accepted.

8. The tenders will be opened by the undersigned on the 2nd December 1936 at 11 A.M. in the presence of such tenderers as may wish to be present there.

9. The undersigned does not bind himself to accept the lowest or any tender or to assign any reason for the rejection of any tender.

J. W. C. LINCOLN GORDON,
Superintendent.

MYSORE RAILWAYS.

OFFICE OF THE SENIOR EXECUTIVE ENGINEER, MYSORE RAILWAYS, MYSORE.

Abstract Notification dated 21st August 1936.

The attention of the public is hereby invited to the detailed tender notifications dated 11th August 1936 and 15th August 1936 appearing in the *Mysore Gazette*, dated 20th August 1936, pages 1293-1297, Part VI, calling tenders for the following works :—

(1) Constructing an additional Stores Building in the Railway Central Workshops area at Mysore, and

(2) Constructing the Depot Store Keeper's Office in the Railway Central Workshops area at Mysore.

The last date for the receipt of tenders in the Office of the Senior Executive Engineer, Mysore Railways, Mysore, is Monday the 14th September 1936 up to 3 P.M.

R. N. MIRZA,
Senior Executive Engineer.

OFFICE OF THE EXECUTIVE ENGINEER, MYSORE RAILWAYS, HASSAN DIVISION, HASSAN.

Notification dated 22nd August 1936.

Notice is hereby given that sealed tenders will be received at the Office of the Executive Engineer, Mysore Railways, Hassan, on any day up to 12 noon on 5th September 1936, for collecting and spreading broken stone ballast on Birur-Anandapuram Section.

An approximate estimate of quantities is given in the following schedule. The quantities are not guaranteed. The work should be completed by the end of April 1937, showing continuous equal monthly progress under collection work.

2. Details of work and conditions of schedule agreement may be seen at the Executive Engineer's Office, Mysore Railways, Hassan, on all working days between 11 A.M. and 5 P.M.

3. Tenders should be submitted on printed forms which may be obtained from the Executive Engineer on payment of one rupee.

4. Every tender must be accompanied by a deposit of Rs. 100 in cash as earnest money and should be superscribed " Tenders for collecting and spreading broken stone ballast on Birur-Anandapuram Section " in default of which tenders will be rejected.

5. The earnest money of the rejected tenders will be returned as early as possible after the tenders are disposed of and in the case of accepted tender it would be held as a part of security under Clause 4 of the Schedule Agreement referred to.

6. The final acceptance of any tender will rest with the Superintendent, Way and Works, Mysore Railways, who does not bind himself to accept the lowest or any tender or to assign any reason whatever for the rejection of any tender or any portion of a tender.

7. The name of the contractor whose tender has been accepted will be posted on the notice board in the Executive Engineer's Office. No enquiries regarding the acceptance or rejection of a tender will be answered.

8. Within eight days of the acceptance of the tender, the successful competitor is required to execute the usual schedule agreement, in default of which his tender will be considered as cancelled and the earnest money will be forfeited to Government.

9. Definite rates against each item of work in the schedule should be noted both in figures and in words. Tenders may be sent up for all or for a few of the sections noted in the schedule.

10. In case the accepted tenderer quarries, ballasts, etc., from Railway Government or Forest land for use in this work, Royalty at the rates fixed by the Government will be recovered from his bills.

11. The whole of the work specified in the agreement to be completed as specified in para 1 above, failing which or failing to carry out any of the conditions of the agreement, the whole of the money held in deposit or so much of it as the Agent considers proper will, without prejudice to any other legal or equitable right or remedy which the Agent may have, be absolutely forfeited to the Agent.

12. Should any dispute arise in the interpretation of the clauses of the tender or in respect of any items of work or specification, the decision of the Superintendent, Way and Works, shall be final.

13. The work of collection of metal ballast should be completed by the end of January 1937.

14. Contractors should specify for each section separately the depots of collection and the quantity they propose to collect at each depot.

Schedule.

No.	Items of work	Unit	Quantity
1	Collection of broken stone ballast, quartz or granite, broken to pass through a 2″ diameter ring in all directions and must not pass through a ring of $\frac{3}{4}$″ diameter, including stacking the same in standard heaps of 50′×20′×2′ or 50′×10′×2′ free from earth and dust, wherever shown on prepared level ground inclusive of all charges within Railway limits. Pebbles must on no account be mixed by quarrying or by field picking. The ballast must be collected at nil points on line and on no account over cuttings more than three feet deep, or near banks over three feet high. Platforms should be got passed before starting collection. The collection at each place should not be less than a train load, *i.e.*, 2,500 c.ft. and heaps should be built parallel to the line for the full length of the train to facilitate loading. Between Miles 20–22 10,000 C.ft. Do 44–46 10,000 ,, Do 56–58 15,000 ,,	1,000 C.ft.	35,000 C.ft.
2	Loading into and unloading from ballast train for leads under 20 miles	1,000 C.ft.	35,000 C.ft.

M. RAMAIYA,
Executive Engineer.

OFFICE OF THE SUPERINTENDENT, CENTRAL INDUSTRIAL WORKSHOP, BANGALORE.

Notice.

Notice is hereby given that sealed tenders will be received in the Office of the Superintendent, Central Industrial Workshop, Bangalore, up to 12 noon of 2nd September 1936, for the collection and removal from C. I. Workshop premises of slag and other refuses during the year from 1st August 1936 to 31st July 1937.

1. Tenders should be superscribed " Tender for removal of slag and other refuses " and delivered at the Office of the Superintendent, Central Industrial Workshop, before 12 noon of 2nd September 1936, after which no tender will be received.

2. Each tender must be accompanied by a deposit of Rs. 25 only in currency notes as earnest money, without which the tender will be rejected.